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COLREG.2/Circ.66
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AMENDED TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its ninety-fourth session (17 to 21 November 2014) adopted, in accordance with resolution A.858(20), amended traffic separation schemes, set out in annexes 1 to 3 as follows:

- .1 "In the Strait of Gibraltar";
- .2 "In the waters off the Chengshan Jiao Promontory"; and
- .3 "Off Friesland".

2 The amended traffic separation schemes listed above and detailed in the annexes will be implemented at 0000 hours UTC on 1 June 2015

ANNEX 1

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
"IN THE STRAIT OF GIBRALTAR"**

Reference chart No.445 issued by the Hydrographic Institute of the Spanish Navy, Datum WGS 84, 4th edition, June 2007.

Description of the amended traffic separation scheme

(a) A separation zone, half a mile wide, is centred upon the following geographical positions:

(1) 35° 59'.01 N 005° 25'.68 W (2) 35° 58'.36 N 005° 28'.19 W

(b) A separation zone, half a mile wide, is centred upon the following geographical positions:

(3) 35° 56'.70 N 005° 34'.71 W (5) 35° 56'.21 N 005° 44'.98 W
(4) 35° 56'.21 N 005° 36'.48 W

(c) A traffic lane for westbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(7) 36° 01'.21 N 005° 25'.68 W (8) 36° 00'.35 N 005° 28'.98 W

(d) A traffic lane for westbound traffic is established between the separation zone described in paragraph (b) and a line connecting the following geographical positions:

(9) 35° 58'.68 N 005° 35'.44 W (11) 35° 58'.41 N 005° 44'.98 W
(10) 35° 58'.41 N 005° 36'.48 W

(e) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (b) and a line connecting the following geographical positions:

(12) 35° 52'.51 N 005° 44'.98 W (14) 35° 54'.55 N 005° 33'.90 W
(13) 35° 53'.81 N 005° 36'.48 W

(f) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(15) 35° 56'.35 N 005° 27'.40 W (16) 35° 56'.84 N 005° 25'.68 W

(g) A precautionary area is established on the eastern side of the TSS "In the Strait of Gibraltar" by the lines connecting the following geographical positions:

(6) 36° 02'.80 N 005° 19'.68 W (16) 35° 56'.84 N 005° 25'.68 W
(7) 36° 01'.21 N 005° 25'.68 W (17) 35° 58'.78 N 005° 18'.55 W

- (h) A precautionary area with recommended directions of traffic flow is established off the Moroccan port of Tanger-Med in the TSS "In the Strait of Gibraltar" formed by the lines connecting the following geographical positions:

(8)	36° 00'.35 N	005° 28'.98 W	(14)	35° 54'.55 N	005° 33'.90 W
(9)	35° 58'.68 N	005° 35'.44 W	(15)	35° 56'.35 N	005° 27'.40 W

Inshore traffic zones

Description of the northern inshore traffic zone

- (a) The area between the northern boundary of the scheme formed by the continuing line that links points 7, 8, 9, 10 and 11 and the Spanish coast, and lying between the following limits is designated as an inshore traffic zone:
- (1) Eastern limit: That part of the meridian 005° 25'.68 W (27) between the northern boundary of the westbound traffic lane (latitude 36° 01'.21 N, corresponding to point (7) on the attached chartlet) and the Spanish coast.
 - (2) Western limit: That part of meridian 005° 44'.98 W (26) between the northern boundary of the westbound traffic lane (latitude 35°58'.41 N, corresponding to point (11) on the attached chartlet) and the Spanish coast.

Description of the south-eastern and south-western inshore traffic zones

- (b) The two southern inshore traffic zones, located between the southern limit of the TSS and the coast of Morocco, are separated by a free navigational area between them; these are defined as below. A Tanger-Med ports anchorage area is established within the limits of the free navigational area.
- (1) South-eastern inshore traffic zone: a zone between the southern limit of the eastern portion of the eastbound traffic lane and the coast of Morocco and limited by the following geographical positions:

(18)	35° 54'.45 N	005° 25'.68 W
(16)	35° 56'.84 N	005° 25'.68 W

 and

(15)	35° 56'.35 N	005° 27'.40 W
(19)	35° 54'.88 N	005° 27'.40 W
 - (2) South-western inshore traffic zone: a zone formed by the coast of Morocco, the external limit of the traffic lane for the traffic heading towards the eastern area of the current scheme and the lines connecting the following geographical positions:

(24)	35° 51'.20 N	005° 32'.40 W
(23)	35° 52'.18 N	005° 34'.00 W
(22)	35° 51'.10 N	005° 36'.20 W
(21)	35° 52'.06 N	005° 36'.30 W
(20)	35° 52'.87 N	005° 36'.70 W
(14)	35° 54'.55 N	005° 33'.90 W

 and

(12)	35° 52'.51 N	005° 44'.98 W
(25)	35° 49'.09 N	005° 44'.98 W

Notes:

- 1 An anchorage area, named "Alpha", for the port of Tanger-Med is established within the south-western inshore traffic zone configured as a circle centred in geographical position 35°51'.05 N, 005°40'.34 W and having a radius of 0.4 miles.
- 2 Ships heading for the anchorage "Alpha" can enter the south-western inshore traffic zone:
 - by its western limit if coming from the Atlantic Ocean; and
 - by its eastern limit if coming from the port of Tanger-Med or the Mediterranean Sea, subject to the provisions of requirements to use appropriate TSS and follow the recommended directions of traffic flow within the precautionary area (h) above, in accordance with rule 10 (d) of the 1972 COLREGs.
- 3 Given the absence of ports or any type of facility in the south-eastern inshore traffic zone, ships entering or leaving the port of Tanger-Med coming from or heading for the Mediterranean Sea must sail along the corresponding traffic lanes, in accordance with rule 10 of the 1972 COLREGs.
- 4 Ships sailing from the Atlantic Ocean or the Mediterranean Sea towards the port of Tanger-Med, or departing from it for the Atlantic Ocean or the Mediterranean Sea must sail along the corresponding traffic lanes, in accordance with rule 10 of the 1972 COLREGs.

ANNEX 2

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
"IN THE WATERS OFF THE CHENGSHAN JIAO PROMONTORY"**

Note: See mandatory ship reporting system "Off the Chengshan Jiao Promontory".

Reference charts: Chinese charts 1305 and 35001.

Note: These charts are based on WGS 84 Datum.

The ship's routing system in the waters off the Chengshan Jiao promontory consists of several elements comprising:

- .1 The inner traffic separation scheme, the inner precautionary area and inshore traffic zone;
- .2 The outer traffic separation schemes and outer precautionary area.

Part I (Inner TSS):

Description of the Chengshan Jiao inner traffic separation scheme, the inner precautionary area and inshore traffic zone;

- (a) A separation zone, 2 miles wide, is centered upon the line connecting the following geographical positions:

(1)	37°31'.18 N	122°45'.40 E	(3)	37°11'.60 N	122°49'.68 E
(2)	37°25'.29 N	122°49'.68 E			

- (b) A separation zone is bounded by part of the inner precautionary area (g) and by lines connecting the following geographical positions:

(13)	37°38'.20N	122°47'.31E	(27)	37°11'.60N	122°56'.60E
(14)	37°38'.82N	122°47'.76E	(9)	37°11'.60N	122°53'.46E
(15)	37°37'.30N	122°51'.00E	(8)	37°26'.09N	122°53'.46E
(26)	37°31'.08N	122°56'.62E	(7)	37°32'.69N	122°48'.68E

- (c) The inner limit of the traffic separation scheme is the line connecting the following geographical positions:

(4)	37°29'.69 N	122°42'.13E	(6)	37°11'.60 N	122°45'.91E
(5)	37°24'.49 N	122°45'.91E			

- (d) The outer limit of the traffic separation scheme is the part of separation zone (b) connecting the following geographical positions:

(7)	37°32'.69N	122°48'.68E	(9)	37°11'.60N	122°53'.46E
(8)	37°26'.09N	122°53'.46E			

- (e) The traffic lane for southbound traffic, 2 miles wide, is established between the separation zone (a) and the inner limit of the traffic separation scheme (c). The main traffic directions are 150° (T) and 180° (T).

- (f) The traffic lane for northbound traffic, 2 miles wide, is established between the separation zone (a) and part of the separation zone (d). The main traffic directions are 000° (T) and 330° (T).

Inner precautionary area

- (g) The inner precautionary area is established to the north by an arc of a circle of radius 5 miles centering upon geographical position:

(10) 37°34'.65N 122°42'.88E

and connecting with the following geographical positions:

(4) 37°29'.69 N 122°42'.13E (7) 37°32'.69N 122°48'.68E

Inshore traffic zone

- (h) The inshore traffic zone is the waters between the inner limit of the traffic separation scheme described in (c) and the adjacent coast.

Part II (Outer TSSs):

Description of the Chengshan Jiao outer traffic separation schemes and outer precautionary area

North traffic separation scheme

- (i) A separation zone, 2 miles wide, is centered upon the following geographical positions:

(11) 37°41'.41N 122°49'.65E (12) 37°39'.89N 122°52'.89E

- (j) A separation line connects the following geographical positions:

(16) 37°44'.00N 122°51'.56E (17) 37°42'.49N 122°54'.76E

- (k) A 2 mile wide traffic lane for southeast bound traffic between the separation zone described in (i) and that portion of separation zone described in (b) above connecting the following geographical positions:

(14) 37°38'.82N 122°47'.76E (15) 37°37'.30N 122°51'.00E

The main traffic direction is 120° (T)

- (l) A 2 mile wide traffic lane for northwest bound traffic is established between the separation zone described in (i) above and a separation line described in (j). The main traffic direction is 300° (T).

East traffic separation scheme

- (m) A separation zone, 2 miles wide, is centered upon the following geographical positions:

(18) 37°33'.72N 123°06'.07E (19) 37°32'.15N 123°09'.44E

- (n) A separation line connects the following geographical positions:
(20) 37°31'.14N 123°04'.16E (21) 37°29'.56N 123°07'.53E
- (o) A separation line connects the following geographical positions:
(22) 37°36'.33N 123°07'.94E (23) 37°34'.76N 123°11'.30E
- (p) A traffic lane for south-eastbound traffic between the separation zone described in (m) and separation line described in (n) above. 2 miles wide, the main traffic direction is 120° (T)
- (q) A traffic lane for north-westbound traffic between the separation zone described in (m) above and a separation line described in (o). 2 miles wide, the main traffic direction is 300° (T).

South traffic separation scheme

- (r) A separation zone, 2 miles wide, is centered upon the following geographical positions:
(24) 37°31'.08N 123°00'.37E (25) 37°11'.60N 123°00'.37E
- (s) A separation line connects the following geographical positions:
(20) 37°31'.14N 123°04'.16E (28) 37°11'.60N 123°04'.14E
- (t) A traffic lane for southbound traffic between the separation zone described in (r) above and that portion of separation zone described in (b) above connecting the following geographical positions:
(26) 37°31'.08N 122°56'.62E (27) 37°11'.60N 122°56'.60E
2 miles wide, the main traffic direction is 180° (T).
- (u) A traffic lane for northbound traffic between the separation zone described in (r) above and the separation line described in (s) above connecting the following geographical positions:
(20) 37°31'.14N 123°04'.16E (28) 37°11'.60N 123°04'.14E
The main traffic direction is 000° (T).

Outer precautionary area

- (v) The outer precautionary area is established by a line connecting the following geographical positions:
(17) 37°42'.49N 122°54'.76E
(22) 37°36'.33N 123°07'.94E
(20) 37°31'.14N 123°04'.16E
(26) 37°31'.08N 122°56'.62E
(15) 37°37'.30N 122°51'.00E

Notes: All oil tankers 150 gross tonnage and above, all vessels carrying dangerous, hazardous cargo, vessels of LOA more than 200 meters, or mean draft more than 12 meters, and high speed vessels which are transiting the area of Chengshan Jiao Promontory are recommended to sail in the traffic lanes of the Outer Traffic Separation Schemes.

ANNEX 3

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
"OFF FRIESLAND"**

Reference charts, Netherlands 1632 (INT 1420), 2011 edition, 1633 (INT 1417), 2010 edition and 1037 (INT 1045), 2011 edition.

Note: These charts are based on World Geodetic System 1984 datum (WGS 84)

(EXISTING GEOGRAPHICAL POSITIONS IN ED50 COINCIDING WITH THE PROPOSED NEW SYSTEM HAVE BEEN CONVERTED TO WGS 84.)

West Friesland scheme

- (a) The eastern boundary of the separation zone is amended from existing position (19) north-eastward and newly bounded by the following geographical positions as follows:

(100) 53° 55'.36 N 004° 33'.85 E (21) 53° 59'.18 N 004° 35'.92 E

- (b) A new separation zone is established bounded by a line connecting the following geographical positions:

(85) 53° 59'.46 N 004° 39'.60 E (86) 53° 59'.68 N 004° 42'.44 E
(87) 53° 57'.17 N 004° 38'.40 E

- (c) A traffic lane for northbound traffic branching off from the main north-eastbound traffic lane is established between the separation zones in paragraphs (a) and (b).

North Friesland scheme

- (d) A separation zone is established bounded by a line connecting the following geographical positions:

(79) 54° 04'.30 N 004° 59'.98 E (80) 54° 04'.78 N 005° 05'.94 E
(81) 54° 02'.76 N 005° 04'.73 E (82) 54° 02'.28 N 004° 58'.76 E

- (e) A separation zone is established bounded by a line connecting the following geographical positions:

(75) 54° 02'.84 N 004° 41'.41 E (76) 54° 03'.99 N 004° 56'.11 E
(77) 54° 01'.98 N 004° 54'.89 E (78) 54° 00'.83 N 004° 40'.34 E

- (f) A separation zone is established bounded by a line connecting the following geographical positions:

(71) 54° 01'.52 N 004° 24'.62 E (72) 54° 02'.55 N 004° 37'.69 E
(73) 54° 00'.54 N 004° 36'.62 E (74) 53° 59'.21 N 004° 19'.05 E

- (g) A separation zone is established bounded by a line connecting the following geographical positions:

(67)	54° 00'.37N	004° 09'.21 E	(68)	54° 01'.10 N	004° 18'.89 E
(69)	53° 58'.91 N	004° 13'.93 E	(70)	53° 58'.66 N	004° 09'.60 E

- (h) A traffic lane for eastbound traffic is established between the separation zone in paragraph (g) and the following existing geographical positions:

(26)	53° 57'.16 N	004° 09'.94 E	(22)	53° 57'.56 N	004° 15'.09 E
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- (i) A traffic lane for eastbound traffic is established between the separation zone in paragraph (f) and the amended separation zone of the traffic separation scheme "West Friesland".

- (j) A traffic lane for eastbound traffic is established between the separation zones in paragraph (b) and (e).

- (k) A traffic lane for eastbound traffic is established between the separation zone in paragraph (e) and the following geographical positions:

(25)	53° 59'.96 N	004° 45'.92 E	(96)	54° 00'.60 N	004° 54'.06 E
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- (l) A traffic lane for eastbound traffic is established between the separation zone in paragraph (d) and the following geographical positions:

(97)	54° 00'.91 N	004° 57'.94 E	(98)	54° 01'.38 N	005° 03'.90 E
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- (m) A traffic lane for westbound traffic is established between the separation zone in paragraph (d) and the following geographical positions:

(94)	54° 06'.14 N	005° 06'.77 E	(93)	54° 05'.67 N	005° 00'.81 E
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- (n) A traffic lane for westbound traffic is established between the separation zone in paragraph (e) and the following geographical positions:

(92)	54° 05'.37 N	004° 56'.94 E	(91)	54° 04'.20 N	004° 42'.14 E
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- (o) A traffic lane for westbound traffic is established between the separation zone in paragraph (f) and the following geographical positions:

(90)	54° 03'.91 N	004° 38'.43 E	(89)	54° 03'.13 N	004° 28'.46 E
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- (p) A traffic lane for westbound traffic is established between the separation zone in paragraph (g) and the following geographical positions:

(88)	54° 02'.65 N	004° 22'.44 E	(31)	54° 01'.87 N	004° 08'.88 E
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- (q) A traffic lane for south-westbound traffic is established between, on the west side, a line connecting the following geographical positions:

(68)	54° 01'.10 N	004° 18'.89 E	(69)	53° 58'.91 N	004° 13'.93 E
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and, on the east side, a line connecting the following geographical positions:

(71) 54° 01'.52 N 004° 24'.62 E (74) 53° 59'.21 N 004° 19'.05 E

- (r) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:

(72) 54°02'.55 N 004° 37'.69 E (73) 54° 00'.54 N 004° 36'.62 E

and, on the east side, a line connecting the following geographical positions:

(75) 54° 02'.84 N 004° 41'.41 E (78) 54° 00'.83 N 004° 40'.34 E

- (s) A traffic lane for southbound traffic is established between, on the west side, a line connecting the following geographical positions:

(76) 54° 03'.99 N 004° 56'.11 E (77) 54° 01'.98 N 004° 54'.89 E

and, on the east side, a line connecting the following geographical positions:

(79) 54° 04.30 N 004° 59'.98 E (82) 54° 02'.28 N 004° 58'.76 E

- (t) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:

(80) 54° 04'.78 N 005° 05'.94 E (81) 54° 02.76 N 005° 04'.73 E

and, on the east side, a line connecting the following geographical positions:

(83) 54° 04'.84 N 005° 09'.60 E (84) 54° 03'.26 N 005° 08'.65 E

East Friesland scheme

- (u) The western boundary of the separation zone is amended as follows:

Existing position 32 is shifted east to new position (84) 54° 03'.26 N 005° 08'. 65 E

Existing position 37 is shifted east to new position (83) 54° 04'.84 N 005° 09'.60 E

- (v) The traffic lane for eastbound traffic is amended as follows:

Existing position (28) I shifted east to new position (99) 54° 01'.69 N 005° 07'.70 E

- (w) The traffic lane for westbound traffic is amended as follows:

Existing position (29) I shifted east to new position (95) 54° 06'.44 N 005° 10'.57 E